

# High Art in Hats Engrossing Topic Of Miss Quintrell's Classic Talk

Here We Have the 1805 Corkscrew Curls Again.

One of the First Bonnets Which Appeared in 1795.



## Lecturer Discourses Upon Fashion, and Many Secrets Are Revealed.

By AMEER MANN.

"Art in Millinery" was the subject of a lecture by Miss Quintrell at the Arts and Crafts Institute, 130 Nineteenth street northwest. The history of the "art" was traced from 450 B. C., when hats are believed to have first come into use, until the 1907 horse shoe, when the feminine headgear is said to have obscured the horses from view.

It was refreshing, to say the least, to learn that hat-making is considered art. I confess I was disillusioned by the lecture, having long cherished the idea that most women's hats were nightmares, anything but artistic. Now that where-in the "art" lies has been elucidated, all is as clear as Potomac river mud. There's an art in being artless, and makers of the stunning creations of this season seemed to have established permanent claim to pre-eminence in that branch of art.

Miss Quintrell had much to say about the size, elaborateness, gaudiness, and queerness of hats of yesteryear, and as I sat there in the sea of femininity I scanned many faces for indications of pinching shoes. Evidently there was no pinching. The adverse comment ancient hats was directed to millinery of ages embalmed, buried, and forgotten. The idea of a twentieth century girl or woman wearing a large, gaudy, or queer hat is absurd, and that accounted for the fact that no discomfort was experienced by any of the ladies who sat in rapt attention listening to what Miss Quintrell had to say.

"Art Is Long." As I rose to leave, I came upon a young damsel wearing on her head an inverted dishpan with a yard long black plume slung carelessly over her shoulder. Here I detected art in millinery, for has it not been said that "Art is Long"? Among other things Miss Quintrell said:

"Hats of today can be summed up in three words—large, larger, largest. I think never before since the world began have women tried to wear such enormous hats. I looked backward to find something about head covering, and kept pushing further and further back until I reached a spot where I could find nothing authentic about headgear at all. Perhaps they were none during those days.

"If we go back to the earliest mention of feminine costume, we must begin our inquiry with the Greeks, about 450 B. C. We will confine ourselves to the outdoor garments worn by the Greeks. They had not begun to wear hats, but wore a garment called the himation, which they wore much as a Scotchman wears his plaid or shawl, with the exception that the women wore it up over the backs of their heads in some indescribably graceful fashion.

"Dissatisfied with this head-covering, the fair Athenians brought into use a separate piece of cloth. The next step forward was the cap which covered the hair entirely, protected it, and held it in place. The first actual hats came next. They were circular in shape, made of some stiff, undecorated material, and were perfectly flat, without crown or anything else of the kind. This was called the Thessalian hat, and may be found in terra cotta from Tanagra and in Pompeian paintings, for hats with the year 450, we have now reached the year 300. About this time appeared a high pointed hat of Persian origin, and also the tiara, which answered much the purpose of head covering and hair or-



nement. Even at that early date we find the ever-changing demand for fashion.

Athenians Was Their Paris. "As Paris supplies the styles for America today, Athens furnished the fashions for Rome and all Italy in bygone days. It would require hours to trace the evolution of the simple hat of the Greeks into the twentieth century creations, therefore, I shall only call your attention to the more important changes that have taken place from century to century in the art of feminine apparel, principally as its representative in the twentieth century world of the milliner. What woman does not love a pretty hat? And I have seen many men who could not care less for the style of their hats.

"Some wear bit of a woman, with tiny, delicate features, will try to carry off a great big hat, and you will wonder what has become of the little woman. Another, with a bit of a reticence, will select a hat that tilts up in front, thus accentuating the upward tendency of the nose. The French people carry off the honors of the world for art in millinery. They are born milliners, but they are very jealous of the American milliners. They seem to fear their laurels are going to be wrested from them.

"The question of how we shall meet this growing demand of the day for the beautiful and artistic in our head gear without such great cost has given birth to the idea of teaching milliners in schools."

The Stunner of 1807. "In 1807 a decidedly one-sided effect appeared in woman's dress. Let me quote a few lines to illustrate: The hair must be worn on the left side of the forehead in a cluster of loose plaits and waves; on the right two large corkscrew curls. The bonnet was worn as a jockey bonnet, made of diamond straw, with a full quilling of lace over the right eye, a lilac silk handkerchief tied on the left side. Another description given is of a small hat of pale blue, with drapery of blue gauze, with wreaths of silver grapes and leaves. The drapery was suspended at the right side and reached to the ground, with tassels of blue and silver at the foot.

"We smile at this old-time style, but only last winter, to my personal knowledge, at a New York theater a woman prominent in social circles appeared wearing a large hat adorned with an immense willow plume, so that it passed around the crown of the hat and fell at the left side.

Unprecedented Extravagance. "We have reached a degree of extravagance in the milliner's art that is almost appalling. Fifty and sixty dol-

lars is nothing for a hat in many places, and I have seen more than one hat that went considerably over \$100. We seem to be looking backward to those old Massachusetts magistrates. We must have hats. We want them pretty and becoming. Some women cannot even buy a hat wisely, because they do not stop to consider the way their hair is dressed, which, I assure you, makes a great difference to the wearing. They don't stop to consider harmony of color for hair and eyes and complexion, or the lines that bring out their particular style of beauty.

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## REAL ESTATE TRANSFERS

I. street southeast, between Thirtieth and Fourteenth streets—George W. Decker to James W. Harper, lot 85, square 1948, \$10.

Seventh street northeast—Henry Edwards et ux. to Nathan M. Dell, lot 23, square 960, \$10.

Seventh street northeast, between N and O streets—Laura E. Towner et al. to Harry Kaufman, all interest in part of original lot 12, square 423, \$10.

Fourteenth street northeast, between A street and Ames place—Kennedy & Davis Company to Benjamin F. and Sophia Harris, lot 34, square 1958, \$10.

Long Meadows—Frederick Ferguson to Annie Ferguson, lot 23 and part of lot 24, block 18, \$5.

1311 G street northwest, 721 and 723 Nineteenth street northwest, and 1905 to 1912 I street northwest—Mary V. Lawver to James W. White, part of lot 2, square 118, part of lot 10, square 115, \$10.

102 Sixth street northeast—Martha E. Evans et al. to Anton Karl, lot 10, square 867, \$10. Anton Karl conveys same property to Charles F. Robbins, \$10.

Sau's addition—B. Francis Saul et al. to Charles P. and Jessie B. McCurdy, lot 8, square 2708, \$2,000.

Alley between H and I. Second and Third streets northeast—Adrian E. Cox to Clarence J. Gessford, lots 31 and 33, square 852, \$10.

K street southeast, between Thirtieth and Fourteenth streets—Llewellyn Catella et ux. to James R. Ellerson, lot 11, square 1048, \$10.

Thirty-third street northwest, between Prospect and N streets—Anna L. Wirth to John A. Neuhaus, lot 40, square 1210, \$10. John A. Neuhaus et ux. convey same property to Anna L. and William G. Wirth, \$10.

Q street northwest, between Thirtieth and Thirty-first streets—Frank P. Sheehy et ux. to Mary E. Brown, part lot 23, square 1229, \$10.

D street northeast, between Twelfth and Thirteenth streets—Lottie L. Burn et vir. James D. to William C. Furr, lot 29, square 1908, \$10.

Columbia Heights—Lewis E. Breuninger et ux. to Carrie Kann, lot 81, block 35, \$10.

Columbia Heights—George Henderson et ux. to Rachel West, lot 71, block 32, \$10.

Eleventh street northwest, between G and H streets—Della E. Mertz et vir. Edward P. to Arthur Copeland, part original lot 7, square 245, \$10.

## REAL ESTATE

### FOR RENT—HOUSES.

K ST. SE. 906—Corner house; 6 rooms; newly painted and papered; rental \$21; convenient to two car lines. VICTOR E. DESIO & CO., 1207 E. st. nw.

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SIX-ROOM house, rear 906 G st. sw., with water in part; run-down; in closet and an entrance from rear st. For terms inquire at 317 G st. sw.

G ST. NW. 415—Ten rooms and bath brick; water in part; run-down; in closet and an entrance from rear st. For terms inquire at 317 G st. sw.

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FOR RENT—245 14th St. S. E. A delightful 6-room brick thoroughly modern; excellent condition; rent \$15.50. Wm. R. SANDERS & CO., noh-17.

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## RAILROADS.

### BALTIMORE & OHIO R. R.

LEAVE NEW UNION STATION. "Every Other Hour of the Old Hour." TO PHILADELPHIA AND NEW YORK. NEW TERMINAL AND ST. NEW YORK. 7:30 a.m.—Diner and Pullman Parlor Car. 11:30 a.m.—Diner and Pullman Parlor Car. 1:30 p.m.—Diner and Pullman Parlor Car. 3:30 p.m.—Diner and Pullman Parlor Car. 5:30 p.m.—Diner and Pullman Parlor Car. 7:30 p.m.—Diner and Pullman Parlor Car. 9:30 p.m.—Diner and Pullman Parlor Car.

CHICAGO, 7:30 a.m. 11:30 a.m. 3:30 p.m. 5:30 p.m. 7:30 p.m. 9:30 p.m. CINCINNATI, ST. LOUIS, AND LOUISVILLE, 7:30 a.m. 11:30 a.m. 3:30 p.m. 5:30 p.m. 7:30 p.m. 9:30 p.m. PITTSBURGH, 7:30 a.m. 11:30 a.m. 3:30 p.m. 5:30 p.m. 7:30 p.m. 9:30 p.m.

### SOUTHERN RAILWAY.

N. B.—Following schedule figures published only as information and are not guaranteed. 7:30 a.m.—New York and New Orleans. 9:30 a.m.—Harrisburg and way stations. 11:30 a.m.—Sleeper and coaches to Atlanta and New Orleans. Sleeper to Columbia, Ga. Dining car. 1:30 p.m.—Sleeper and coaches to Columbia, Savannah, and Jacksonville. Dining car. 3:30 p.m.—Harrisburg and way stations. 5:30 p.m.—Charlottesville, Warrenton, and Staunton. 7:30 p.m.—Sleeper and coaches to Atlanta. 9:30 p.m.—Sleeper and coaches to Charlotte, Columbia, Aiken, and Augusta. Dining car. 11:30 p.m.—Sleeper and coaches to Chattanooga and New Orleans. Dining car. 1:30 p.m.—New York and New Orleans. Dining car. 3:30 p.m.—Sleeper and coaches to Atlanta, Birmingham, and New Orleans. 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